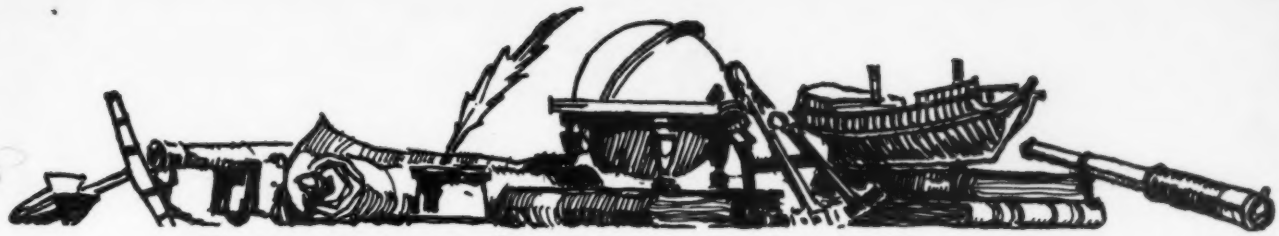

NAUTICAL RESEARCH JOURNAL

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HALL OF MARINE TRANSPORTATION
MUSEUM OF THE FRANKLIN INSTITUTE
Philadelphia, Pa.

by

Charles M. Gay, Associate Director

Ever since the 17th century, North America has contributed a significant share in the development of marine craft and in the penetration of unfamiliar seas. To most Americans the ocean and its ships make a peculiar and innate appeal. This is particularly true of the present time. The Government is devoting expert effort to perfecting the Merchant Marine and the Navy. The people have awakened to an understanding of the imperative importance of marine transportation and protection.

There has been, however, a natural tendency on the part of the public to neglect the story of a ship's design and structure and the methods of propulsion and control through the various stages of progress. A vividness and satisfying familiarity is added to the widespread but, perhaps, hazy conception of the importance of modern vessels by a knowledge of what they are and through what phases their construction and navigation progressed. It is the objective and endeavor of the Marine Section of The Franklin Institute to supply this knowledge in a popular form.

It seems of first importance that the Marine Section should contain a collection of the chief types of naval and merchant craft of the present day together with the latest achievements in shipbuilding, equipment, propulsion and navigation. It was likewise considered to be of equal value that exhibits should illustrate the progressive stages of American maritime art leading to these accomplishments from the days of the discovery of the continent to the present time. The exhibits are divided into four classes: Sail, Steam, Navigation, Shipbuilding. They are limited to examples related to North America.

SAIL

The stages of development are illustrated by models beginning with the Viking ship of 800 A. D. and extending through the Santa Maria, Mayflower, merchant ship of 1700, early Colonial sloop, the frigates Raleigh and John Adams, packet ship, extreme clippers, modified clippers, four-masted barque to the heavy freight carriers of the 1880's and 90's. Large scale models show the complete running and standing rigging of the later craft with both square and fore and aft sails.

A collection entitled Local Craft shows the creations at different points along the New England coast and in Chesapeake Bay to fulfill special requirements of use and sailing conditions. The models include fishermen, oystermen, canal boats, granite sloops, revenue cutters, pilot boats, Hudson River schooner and whalers. Some of these are still in use for their special purposes.

Sailing of the present day is largely confined to yachting and fishing. The collection of yacht models sets forth the most recent improvements in hull design and rigging and is illustrated by models of cruising yachts and of one-design racing classes. Evolution of the America's cup defenders is shown by a series of models, at the same scale, of all the defenders from AMERICA of 1851 to ENTERPRISE of 1930.

The sailing section is noteworthy rather for the completeness of the steps illustrating the development of the sailing ship and the evolution of special designs to conform with local conditions than for any outstanding exhibit. The large model presenting all the sails, standing and running rigging of a full-rigged ship is, perhaps, the most noticeable display.

STEAM

The evolution of the steam ship is shown by Fitch and Fulton models through Stevens and the early and later side-wheelers to the great screw propeller passenger and freight carriers of our days. Many of these exhibits are operating in that, upon pressing an electric button, the paddle wheels and propellers will turn and the engines, shafts and walking-beams will function.

Two collections of twelve and fifteen models respectively show the latest types of naval craft and merchant ships. The naval craft include battleships, airplane carriers, cruisers, destroyers and submarines active in World War II. The merchant ships comprise ocean-going and coasting vessels, Mississippi River stern wheelers, ore and grain ships, tankers, Liberty and Victory ships and combination C 1, C 2 and C 3 passenger and freight carriers.

An important part of this section is devoted to the models showing the development of the marine engine for walking beams and propeller. They range from the elementary low-pressure engine through the compound and triple expansion reciprocating types, with ever increasing steam pressures and temperatures, to the turbine with its reduction gear.

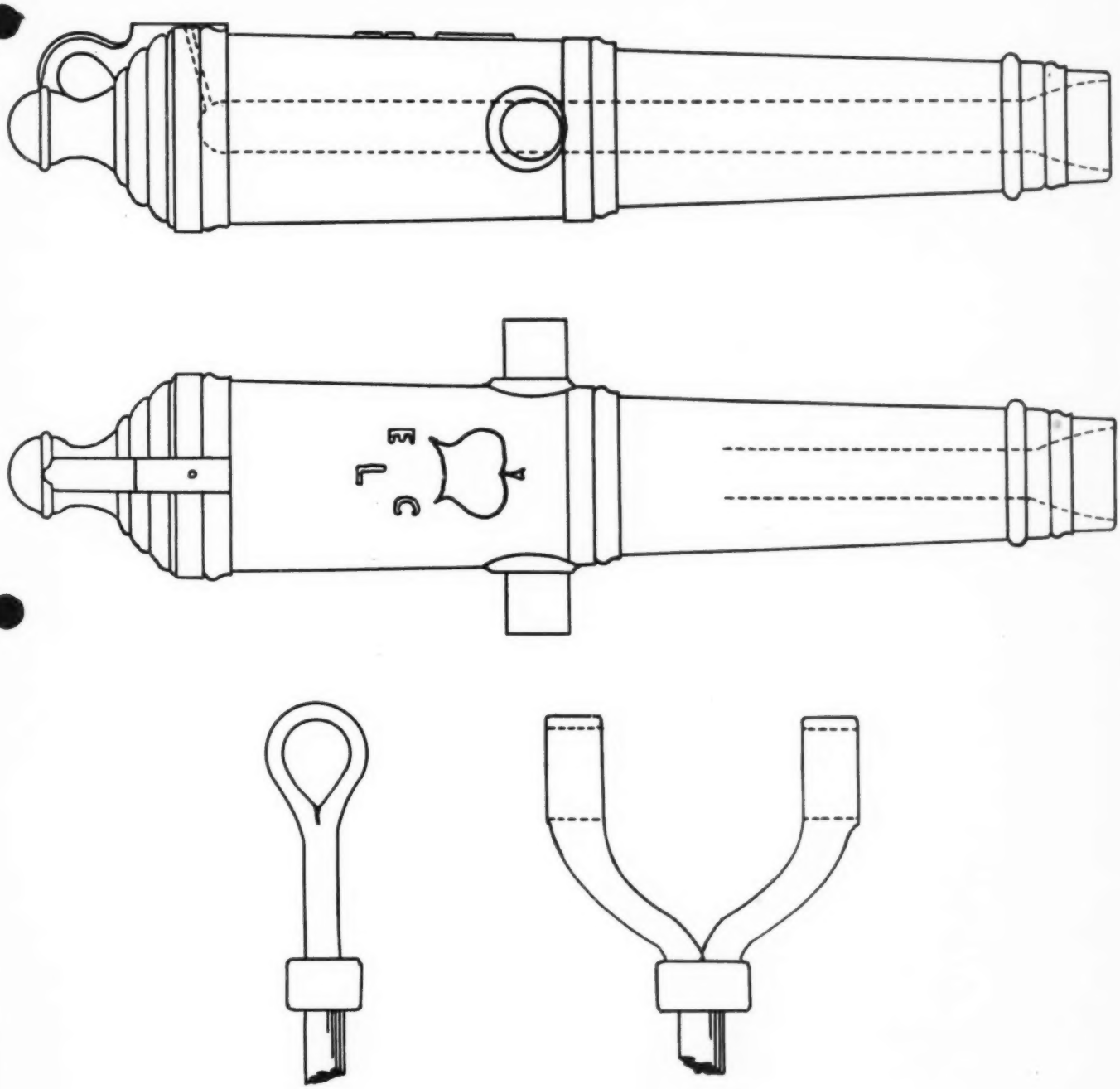
Internal combustion engines are exemplified by an early make-and-break spark engine, a six-cylinder gas engine for large cruisers and a smaller four-cylinder engine. Outboard motors are also illustrated in the early cast iron and the latest aluminum alloy machines. A full size Diesel engine of 170 horse power is on display as is a very fine model of the engine and boiler rooms of a modern steamship. The most noteworthy exhibits are perhaps the 12 foot model of the cruiser INDIANAPOLIS in which the propellers, rudder, turrets, guns and fog horns are all operative and the model of the tanker VAN DYKE of high speed, steam pressure and temperature.

NAVIGATION

The progressive steps in navigation are illustrated by replicas of the astrolabe and quadrant with plumb-bob of Columbus' day and the cross-staff and by contemporary examples of the later back-staff, quadrants and octants to the light weight sextant of World War II. Early methods of sounding by lead and line and of measuring the sailing speed by chip, taffrail and harpoon logs are also shown.

A full-size pilot house and bridge has been built containing the most modern instruments of navigation as lent by the Bureau of Ships. They consist of wheels, magnetic compass, gyroscopic compass repeater and automatic pilot, engine-room telegraph, intercommunication system, magnetic telephones, supersonic sounding devices, speed indicator, clinometer, engine revolution indicator, course recorder, rudder indicator and chart table with charts, chronometer and stadimeter. Several of these instruments are connected electrically with corresponding instruments outside the pilot house so that signals may be interchanged.

The model of a Water Way between two shores demonstrates the use of such aids to navigation as light houses, can, nun, spar, bell, whistling and flashing



IRON SWIVEL FROM H.M.S. "BOUNTY"

SCALE:- 3" = 1'-0"

buoys and lighted channel markers both by day and night.

Noteworthy exhibits are the Pilot House and Bridge and the Water Way model.

SHIPBUILDING

The earlier methods of wooden shipbuilding are presented by a shipyard with a built-up model of the frigate CONSTELLATION on the ways. The latest methods are shown in the model of the Brooklyn Navy Yard and the plans of Cramps' shipyard, Philadelphia, both as enlarged in World War II. The evolution of steering devices from the Egyptian paddle over the quarter to the steering engines of the great liners and the development of anchors from the earliest days to the latest patents can be seen in two series of models. Half-models show the changes in the lines and contours of hulls and the manner of determining the shapes of the steel shell-plates.

A large water tank contains a model of a yacht controlled by radio from outside. In the tank is also a fan propelled sailing model controlled by a track in the bottom of the tank in such a way that the model makes two long tacks to windward across the tank and comes back sailing free.

An operating model of a drydock permits a ship to move in, pumps out the water and refills the dock as required. Two cases, with over twenty small models in each, trace the evolution of the British and American navies respectively from the earliest tiny sailing craft to the modern tremendous battleships and airplane carriers.

Outstanding exhibits are the shipyards, the drydock and the demonstrations in the tank.

There is a total of over 350 exhibits in the Marine Section. The library of the Franklin Institute contains 1500 volumes including early works on the sailing ship and the latest writings on steam, marine engines, navigation, naval architecture and yachting. The collection of original draughtsman's plans of naval ships from 1797 to 1865 of Chief Naval Constructor John Lenthal is available to students as is also a set of original drawings illustrating typical naval and merchant ships built at Cramps' shipyard in Philadelphia from 1862 to 1916.

FIT TO RIGHT OR RUN
THE AMAZING ACCOUNTS OF PRIVATEERS IN THE WAR OF 1812

By Bruce Grant

Privateering reached its Golden Age during the War of 1812. The individual valor, audacity and skill of the Yankee privateersman remains unmatched among seafaring people of any time or place. The rakish, knife-bowed clippers are unequalled as fighters and sailers.

There were but seven frigates and a dozen or more smaller ships in the United States Navy when the war started. Despite the brilliance of their own actions they were matched against a potential sea force of some six hundred cruisers of the Royal Navy, with as many more building and in ordinary. For the purpose of commerce-destroying and harassment of enemy shipping a sea militia was vitally necessary - and it seemed that provident Yankee ingenuity had long been planning this very thing.

When war began there was not a single privateer. But it was not long before everything that could move under its own sails and carry at least one gun was

rushed into service. The pilot boats, merchant ships, coast-wise vessels, the fishing smacks and even whaleboats were overhauled, stripped of all non-essentials, gun ports chopped in bulwarks in some cases and sides pierced in others, and cannon rolled on board. Their owners obtained commissions, signed on crews to share in the profit and put to sea in search of enemy craft to seize or "burn, sink and destroy."

Every seaport from Eastport to Savannah poured forth privateers, with experienced officers and hardened sailors who had long banged salt water, confidently walking their decks and manning their yards.

These men, like their ships, were fit to fight or run. They were venturesome and they could truthfully be called greedy. They hated with a personal as well as a patriotic hate, though they most certainly did not fear the domineering self-styled lords of the ocean, who had so long impressed and imprisoned their comrades, seized, spoliated and ravaged their property, and insulted their flag and country. One hundred thousand seamen were on the custom houses' registers in the various ports --all made idle by the 90-day embargo laid down just before war was declared. The trim and fine ships were idle, too. Each and every one of these merchant craft was a potential privateer. It was almost as if each had been built with that very idea of conversion in mind.

These ships had been constructed for the most part "to run a gauntlet of vexatious French decrees and British orders" under conditions where boarding meant capture. Their safety depended not on their neutral character while England and France fought it out, or on their ship's papers, but their tall masts and clouds of sail and ability to show a clean pair of heels. Necessity had produced these fast-sailing clippers during the troublesome period of nineteen previous years when there "was a state of war against the United States" on the side of Great Britain "with a state of peace against Great Britain" on the side of the United States.

Within three months after the declaration of war, 219 British vessels were captured, armed with 574 cannon and manned by 3,108 men, accomplished for the greater part by privateers. During two years and ten months of the war continuance, 1,554 vessels, public and private, armed and unarmed, were taken by American cruisers from the British. Of these, privateers took 1,300, which at an average of 30 men to each prize, gave 39,000 prisoners, and at an average of $30,000 for each ship and cargo, despoiled Great Britain of $39,000,000. Not only that but this meant besides individual American gain, hostile annoyance to the enemy and increased the sea risks for Great Britain, as well as insurance rates, convoys and losses beyond all precedent. The United States Navy captured 254 enemy craft, valued at $6,600,000.

While the country was split over the war question, with New England in violent opposition, there was no disagreement whatsoever in the matter of privateering. It was universally accepted as a satisfactory way to make money. Within a month after the declaration of war, more than a hundred privateers were fitted out in New England ports. Thirty-seven prizes were sent into Salem, Gloucester and Marblehead within the first six weeks of hostilities. A privateer, pierced for 14 guns, was launched at Providence, R.I., in 17 days after her building began. New England thrift was vindicated. In Salem by November, 1813, the account showed $675,000 and upwards, ascertained proceeds of sales there alone of prize property, against a debit of $164,000 in losses by enemy capture and ill luck. Prizes were worth from $1,000 upwards.

Excepting the British, the American seamen outnumbered those of all Europe. To these hardy tars sea-roving was habitual, storms and rocks had few terrors for

them. They considered themselves, too, at least as good if not better than the British seamen. The Americans most certainly were not afraid of the British, as were the seamen of other vanquished nations. But the fact was the British had become afraid of the Americans. With a few exceptions, British officers were shy of equal combat with the Yankee which they once easily impressed and still despised.

American privateers darted to sea through the tightest British blockades, and soon were often back in port again, with valuable prizes. They easily outsailed the British cruisers; whether they were better built, better manned, or more boldly maneuvered. They sometimes contemptously exchanged shots with British frigates and even ships-of-the-line. And there were instances where American privateers captured British men-of-war by boarding, whipping the British in hand to hand combat. The Yankees ridiculed paper blockades, landed on British shores, cruised in the chops of the English Channel, thumbed their noses figuratively at Britannia the Queen of the Ocean. By their dashing audacity they defied, perplexed and damaged British maritime property and pride. Here was a striking retribution on the sea which Britain had long considered her own.

There was retribution on shore, too. British injustice, powerfully repelled by privateer force, was severely retaliated by prize law, breaking forth in that very New England where state authorities, courts, church and newspapers were loudest in denunciations of hostilities. "A young Salem lawyer, just promoted to the Supreme court of the United States, and riding the most maritime circuit of the Union, abounding with sea-ports crowded with seamen thrown out of, and thirsting for employment and inhabitated by enterprising merchants, in the fervor of judicial apprenticeship, selected from the war party for his place, signalised it by impregnating virgin American admiralty law with the lustful rapacities of the English code. Adopting Sir William Scott's elegant and captivating enforcements of an extremely un-English system, descended from the Star Chamber and Spanish inquisition, Judge (Joseph) Story fleshed his maiden decrees with prize law that rendered privateering the most profitable pursuit of New England against Old England. Scarcely a dogma of British prize law but found him an expounder, adroit, indefatigable, and independent. He struck at traitors, smugglers, licensers, and prisoners, with equal and unsparing force. Condemnations in his courts follows captures with learned illustration. All the harsh, ex parte rules of foreign codes, engrafted on an English stock totally unlike them, suspicious, selfish, and grasping, were inflicted - admiralty droits and all - on English commerce, for the benefit of the American privateersman in that part of this country where all hostility against England was almost universally denounced as unnatural. . . . As Chatham taught England how profitable it was to wage war with the right arm, at the same time that trade was carried on with the left, so privateering was believed to furnish a gainful substitute for foreign commerce."

It was not long before English merchants were crying for peace. These anguished cries were produced by the acts of the American privateers. Not the American Army, for its successes were interrupted and indecisive; not the regular navy, for its destruction of British prestige maddened and demoralized while it did not exhaust the enemy. But the five hundred odd privateer clippers which did not seek to fight unless necessary and before a superior force could safely run away - but which fought when needful as only Yankees could fight, and captured and burned, sunk and destroyed. These were the real peacemakers.

A LETTER FROM BILL ADAMS

We all know Bill Adams. Twenty years ago Cap't. E. Armitage McCann published a letter from Bill under the same title in "The Ship Modeller". At that time tha Captain said, "Bill Adams is considered the most realistic sea story writer of the present age", and Bill is still tops.

Dear Hamilton:

If you dont beleive the Horn seas run 80 feet high, how do you account for the fact that when a big square rigger is running before the wind, under topsls and forsl, her topsls lie flat on the masts when she is down in the trough? The UPPER topsls, without a breath of wind in em. Then, as she lifts, and her sails slap full, you actually can feel her, a big ship with 3,000 tons of cargo down below, jerk forward. Upper topsls are all of 80 feet up on a big ship, and more too. I've read of seas in the western ocean running a very great deal higher than ever any western ocean sea ran. There is no land on the globe in the latitude of the Horn. The seas have the globe's full circle to roll up in, to work up in, and they sure do a good job. Its amazing too how very rapidly they go down, when the wind falls.

I never was in port for Christmas. Twice I was off the Horn at Christmas. I was on deck in the morning watch. She was under lower topsls. At 8 bells "Loose upper topsls, all hands!" Then it was "Set Topmst staysls and jib". Next "Give her the reefed forsl" followed by "Set reefed mainsl". Then came, "Set full forsl!" followed by "Set full mainsl!" After which we gave her the crojick, tglnts, and all other staysls: gaff topssl, jib topsl, etc., etc., etc. I got below round five bells--ten thirty--as it was a tough job what with a lot of new gear, swollen stiff ropes, etc., and cold as old billybedam; with sleet, and now and then some pancake ice about.

When I came on deck at one bell, after the usual dinner of pea soup and biled salt pork, it was "All hands shorten sail!" I went to the bloody wheel, and it was cold as sin even tho it was midsummer down there; what with sleet, and a lot of ice on the sea. Then it was all done with the first dogwatch, and my Christmas dinner was an hour overdue.

At four bells--six p.m.--all hands went below for Christmas dinner and we had our usual half gill of lime juice apiece. And a lot of boiled rice with a few raisins in it, which looked goshamighty lonesome and we had a lot of biled white beans. At five bells it was, ohmigosh, "Haul the forsl up!" Then, "Hop aloft and stow it!" I was out at the weather yard arm, hauling out the head earring, and it was sort of breezy out there and the ice cakes were a'clinkin an' a'clitterin' an' rollin' along the old gal's rollin' sides and I had a tough time getting out along the swaying footrope owing to I couldn't bend over owing to I was so full of biled rice with a few lonely raisins, and a lot of biled white beans. Sometimes even today I seem to feel those beans and that rice knocking round in my lower hold: maybe it is'nt them. I would'nt know.

The second time I was off old Stiff at Christmas was rather not quite so good and cheery owing to the Old Man plumb forgot it was Christmas, both mates was low down swabs of pagans and did'nt give a cuss for nuthin or nobody, and the Malay cook and Jap Stooard never had heard of no sich a thing. We had the usual salt horse and bean soup with the usual half gill of lime juice, and that was that.

Once I went into Santa Cruz de Tenerife Christmas morning but I was going ashore myself owing to I just over a double barrled case of extra special bronco newmonia and was going to the Canaries to recupperate. I guess I recupperated, owing to I still am on deck and able to lay my wieght on the ropes quite considerable. There is alwasy some guy riding out worse weather than one is riding out oneself. aint I the fillosoper?

Fair winds, sunny seas, and a spanking heavy
pay day when you come to moorings.

Bill Adams

VOLUME I JANUARY NUMBER I

Notes---from a SHIP MODELER on PARK AVENUE

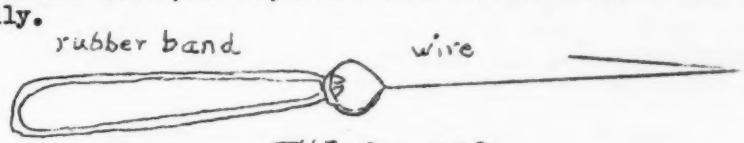
Earnest Elmo Calkins

I made my first ship model when I was about twelve years old. I received for Christmas a set of tools and established a shop in the barn. What I wanted to do was to make and rig a small ship. I had never heard of a ship model in those days, but I was fond of the sea and read every book of sea stories that I could lay my hands on. But I had never seen a ship, or any small craft with sail, nor any larger body of water than the artificial pond at the amusement park at Galesburg, Illinois. But in the family dictionary was a picture of a full rigged ship, and that I followed as closely as I could, although so small a cut showed nothing of the rig except the yards and the shape of the sails. I tied the sails to the yards, where they were set as fixtures, as there was no tackle for raising or lowering them. But that first experience never lost its charm.

When I was twenty-three I went to New York to begin my career as an advertising man, and I saw salt water for the first time. Many years later when I had made a success of my business and built a house near White Plains, I set up a work shop, and somewhere around 1912 I began my first serious model, an English ship of the 17th century, a fourth rater with a lion for a figurehead. It had no name, it was just a type of the vessels in King James' navy that was known as the "Lion's Whelps". There also I built and rigged the FLYING CLOUD. After World War I, we bought a co-operative apartment in New York and here I established a second shop in which I have done whatever building I have attempted. THE GLADIATOR, an attractive model of a French fishing boat, a bateau-boef, or oxboat, so called because the seines are so large and heavy that two boats are hitched side by side to haul in the catch. These boats have some novel features as the shrouds are held by toggles instead of dead-eyes so that they can be quickly struck and the boats pulled home with long sweeps. This was all the good work but there were several minor projects, including a yacht, a Chinese junk and a Viking Ship.

Every ship modeler has his own trade secrets, little devices and methods that he has invented or discovered, that make it more possible to prepare more easily the thousands of parts in an authentic model. Sometimes he needs to duplicate the effort of half a dozen lads pulling on a rope and hold it until it can be properly seized. What it required is a steady but elastic tension, This is how I solved it:

A short piece of small wire about 2½" in length is bent back sharply to form an acute angle with a narrow opening, just wide enough to allow a line to be inserted in the crotch. The other is bent into a ring, and a small elastic band is fastened in the ring. This is the Bowser. The rubber band is made fast to some projection in the desired direction, bitts, stanchions or even a small nail driven into the deck temporarily.



THE BOWSER

The hook engaged with the line to be pulled at a point to yield the desired tension which can be increased or diminished by moving the hook. With such a device you can hold any line taught anywhere in the rigging until it is made fast or belayed in its final place.

I have found that fishline makes the best rope; it looks like rope, comes in all sizes, can be had in black, is of linen and is waterproof. If I were working at shipmodeling today I would investigate Nylon thread as I hear that some wonderful rope is being made of Nylon.

For the relatively small line required for seizing the ends and overlays I have found lacemakers' thread which comes from Belgium is ideal for it can be had as small as 1000 and is astonishingly strong for its size. It is fine enough to preserve the proportions on any model.

As for seizing, I do something like this--say a rope is to be strapped around a block, which can be done off the ship, as compared to seizing a stay on a mast. The block is made fast in a small vise, and the end wrapped around it, both ends stretched moderately taut with bowser. I pass my small thread around both pieces close up to the throat and tie it once--that is--simply pass one end under so it will not make a knot that will protrude. The short end is carried on parallel with the rope and both are held fast with a small clamp like a tiny clothespin or those small clamps stationers use. The long end of the seizing material is then passed around the doubled rope, pulled through the loop at each crossing and shoved down tight against the last round. At the end I pass it under twice and cut off, and then put a touch of arabic or shellac on the seizing. It is true that crossing it under each time leaves a faint ridge, but it is hardly noticeable and it is easier to do than just winding it around, as it constantly slips up. I might add that this touch of shellac can be used anywhere, on the rattlings for instance, and often saves too bulky a hitch or knot.

For painting I have found that water colors, the kind that comes in small jars, much better than oils, as they make a thinner coat and avoid the toy-like look that oil paints produce. They are known as poster paints.

One of the interesting collections of ship models in New York is at India House, a club of shipping men down town. Most of these models once belonged to Alexander Drake. He was the first, I believe, in this country to start collecting ship models, and in those days it was possible to pick up American made models for a small sum. As for Roger's ships they were mostly drydock models. I know that he paid $20,000 for one of them. We had a society in New York for a number of years and Franklin Roosevelt was honorary President.

I have a collection of pictures, prints, photographs, half tones--everything I came across for years. I have a good nautical library, a complete file of The Mariners' Mirror and copies of Charnock, Steele, Chatterton, Anderson and Falconer. Also books on the lines and rigs of ancient ships.

A ship modeler is wise to devote himself to a single maritime period where each new fact will help him to corroborate others and all will be useful. The archeology of sailing craft is a large subject. One reward of the making of ship models is that there is no known way of faking them. They are works of craftsmanship and can no more be turned out by mass production than oil paintings or Oriental rugs.

TWO PINKY ANCESTORS

Harry D. Hamilton

When I was a boy my grandmother told me that my great-grandfather had been captain of a coaster. She could not remember the names of any of his vessels. I soon found there were two kinds of captains. The lords of the village were those courageous souls who "went foreign"; whose homes were filled with many strange and enchanting objects which decorated the mantle pieces and what-nots in their parlors. The other kind of sea captains were masters of coasters, who brought home no exotic souvenirs from their voyages. They plodded from port to port along our home shores.

When the old timers used to gather at the hay-scales and spin their yarns about their voyages, their ships and their storms, I used to sit quiet for fear of breaking the spell. But I thought the deep water captains were the bravest and most fearless, perhaps because their yarns were the most interesting.

Through the years when someone asked: "Why are you so deeply interested in the sea and ships?" I had my usual answer: "My great-grandfather was a sea captain and I guess I inherited it".

Many years later, I made a model of a pinky. All I knew about her was that she was circa 1820. I had sailed in a pinky in Passamaquoddy, when I was a boy, and I went to great pains to find everything I could about pinkys. It seemed closer and nearer home than any model I ever made.

Well, come this December, after Robert R. Applebee joined the Guild, I had a great surprise. One day he sent me a list of six vessels of which my great-grandfather was master, and two of them were pinkys and here they are:

AMERICA: schr, Harrington,Me. 27 tons built Dover, N. H. 1807 (pinky)
owners: Holmes Wass, Ichabod Colson in 1841 to 1844
master: Homes Wass 1841-44

CHARLOTTE: schr, Jonesboro, Me. 27 tons built Ipswich, Mass. 1800 (pinky)
owners: Holmes Wass and Ichabod Colson and Lemuel Wass 1837
master: Holmes Wass 1841-44

Never mind the names or records of the other vessels of which Holmes Wass was master -- they were just plain old schooners, but if I could only sit on those old hay-scales again and those old sea captains would gather around, I would have something to say myself.

From now on the name of my pinky model is AMERICA. Let's see, weren't there some other famous ships named AMERICA?

LITTLE ACORNS AND BIG SHIPS

The following letter from Joshua Humphreys to John Barry of Philadelphia is certainly of interest. It was found among the Files of the Friends' Historical Library of Haverford College, Haverford, Pa.

Philadelphia. October 30, 1794

Dear Sir:

I have the pleasure to inform you the plank is now a cutting. I think if the sawyers cut the plank as it should be, they will be the finest I ever saw. I have ordered some of the best trees to be cutt for the Oak work of the Masts, the Keel is cut & sawed, but not yet in the yard, but I am informed it is a most beautifull stick. M. Sheafe wrights from Portsmouth, N. H. that they cannot procure their Keel in less than five pieces. The General has been induced to order Oak beam for all the ships but ours. I beleive through the incessant interference of our friend Truston, however from the confidence he expressed he had in me & your wish to have pine beams he has granted that indulgence, and I trust you will give such directions before you leave that place, that the pine may be of the best quality, taking care that no sap be left on any & the long comings be also of the best pine. I beleive there is not one floor or raising timber contracted for & I am very confident those forward and aft will be very difficult to be procured here. I am with much esteem & Respect your Friend & fellow citizen

JOSHUA HUMPHREYS

P. S. I will thank you not to forget the live oak plants & acorns.

"MODEL OF THE 5 MAST SHIP PREUSSEN"
Eric Swanson

Mr. Swanson writes: "There are many who are much better model makers than I am or will ever be. I have been making them since I can remember, mostly small ones of course. As I started to sea about 14 years of age, and in ships there were not much room to spare, so I got the idea to go after plans, and make the small stuff and rigging first and then the hull. After that it would not take so long to put them together. However, I got hold of the original plans of the 5 masted ship PREUSSEN and went to work on her model on ¼" to the foot and by the time she was finished, in about 5 years spare time, she was 10½ feet over the jibboom, with 47 sails. Because, the GOLDEN GATE was our iron ship model, the hull was built of galvanized plates. Each plate was drilled both sides and countersunk and I used copper wire for rivets as it clinches better. The deck is planked and I run rods of copper or brass crossways through the width of the deck and clinch them in the waterways. In this way there can not be any cracks after even many years, no nails or glue".

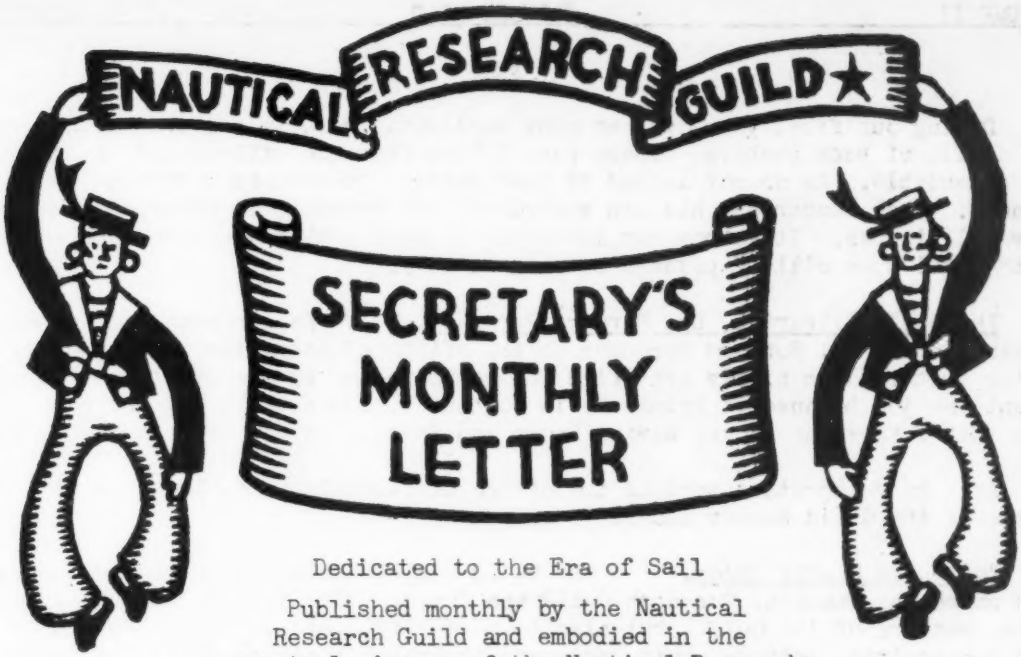
FAIRY BOATS SAILING THROUGH THE MEADOWS
Fred S. Rice

I read an article in the Rudder about an old sloop rigged barge on the coast of Maine. It reminded me of the old scow schooners in San Francisco Bay in the old days. They plied all the waters of the bay and river country, sailing far up the Sacramento, San Joaquin and Napa rivers, loaded with all kinds of produce for the city. I never will forget the beautiful picture they made sailing up the Napa River through the sunshine where it flows through the grassy marshlands. It looked like they were fairy boats sailing right through the meadows.

They were square ended both ends and carried an immense bowspit. Some were center boarders and some were lee boarders. I have seen them loaded with sand and gravel till their decks were awash, and loaded with bales of hay half way up the masts; in which condition they closed reefed the sails and hoisted the boom up, instead of the gaffs down, to clear the hay; and rigged the wheel on top of the load with lengthened out tiller ropes.

The last one I saw was in Alameda in 1927. She was used as a dwelling near the Bay Farm Island Bridge but still had the old stump of her bowsprit and chain plates.

Note: Enclosed herewith find photograph of the AGNES which was delayed in delivery for the November and December issues because of the Christmas rush.



Dedicated to the Era of Sail

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Harry D. Hamilton, Secretary-Treasurer
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VOLUME II JANUARY 1949 NUMBER 1

OFFICERS FOR 1949

Due to the resignation of Mr. Robert A. Nash, and Mr. Arthur M. Rudd from the Board of Governors, the three remaining members of the Board of Governors of 1948 have agreed on the appointment of the following list of officers for 1949:

Mr. Bruce Grant, Chairman Mr. Harry D. Hamilton, Secretary-Treasurer
Mr. Wayne B. Yarnall Mr. Richard E. Lawton Mr. Albert E. Parsons

If there are no objections from the membership at large, prior to February 1st, 1949, we declare the above members elected to serve as officers for the year 1949.

The Nautical Research Guild has completed its first year. We have accomplished many things, yet we are only off to a good start. With the passing of each year we will show improvement. We started with five members and our goal was twenty-five. We have greatly exceeded this and our goal for 1949 is 100 members. This should be easy to attain. Our membership can only be increased by the recommendation of prospective members by a member of the Guild. We enclose a copy of our application for membership which also includes the "Plan" of our organization. The secretary will send a copy to any one you recommend or a supply will be sent you to give to your friends and associates.

THE GUILD PUBLICATIONS

We have made some changes. This issue is the first number of our quarterly, to be known as the Nautical Research Journal. This will contain our usual articles on nautical research. The Secretary's Monthly Letter will be continued as a monthly and it will be embodied in the quarterly issues of the Journal. It will be issued separately on the other months. The Letter will be used as was originally intended, for what its name implies--Secretary's Notes, Queries and Answers, Discussions and Comments.

DUES

During our first year, we had many applications for membership with requests for a file of back numbers. These were filled from two offices and the record is not dependable. We do not intend to send notices to members regarding the payment of dues. Each member has his own record and his check is in order when he has received 12 issues. It is now our intention to send back numbers to each new member, so that all dues will be payable on each January.

The Guild Librarian, Dr. Bernard Berenson. We announce with pleasure the appointment of Dr. Bernard Berenson to the office of Librarian of the Guild. The doctor wrote:-"I am highly gratified and complimented by the position offered me. I want the job because it brings me in contact with sea books old and new. I do feel that I know sea books, having known and loved them for over thirty years."

As a very important part of the office of Librarian, Dr. Berenson will have charge of the Guild Master Index.

The Guild Master Index. The Guild Master Index was the basic thought behind which the Nautical Research Guild was formed. It is very important, not only to the members of the Guild, but also to posterity, that we have a record of the rare manuscripts, letters, ship logs, and important nautical books now in the possession of our members. This valuable material will be listed in the Guild's Master Index in charge of Dr. Berenson.

The Guild Ship Model Registry. Many of our members have made models of famous ships which required serious research and study. These models of ships of all ages will be registered with the Librarian in the Ship Model Registry.

Dr. Berenson will present a comprehensive plan for indexing our nation wide libraries, manuscripts and models in the February "Letter".

Harry D. Hamilton
Secretary - pro tem.

MOVIE QUEEN BLOWN ASHORE

From the Los Angeles Times we learn that a severe gale blew the fishing barge BOUNTY ashore and she broke up on an off-shore breakwater near Los Angeles. She was the converted schooner used in the motion picture "Mutiny on the Bounty". Remember that picture? For many of us it was our first sight of a square rigger under sail. The motion picture people did a beautiful job converting a schooner into a full rigged ship of the period of 1789. Wonder if she had a stand in like other movie queens?

Sec's. Note: The above item was all we had on the BOUNTY, when along came the following:

H. M. S. BOUNTY — Wayne B. Yarnall

I obtained from the Admirality Files a photostatic copy of the plan of the H.M.S. BOUNTY, an armed transport. The drawing was very well detailed showing the sheer, half breadth and body plan and the inboard profile. The drawing was dated November 19, 1787. The BOUNTY was evidently purposely designed for the transporting of breadfruit shoots since the racks are clearly detailed in the after body of the sheer plan. Also it is noted that she was armed with four - 4 pounders and 10 swivels.

Recently I was fortunate in obtaining a scaled drawing of one of the BOUNTY'S swivels. This to me is of importance and feeling that other members are interested

in swivels, I have traced the plan and it is presented herein.

Sec's. Note: We thought, up to this point, we had a pretty good story on the BOUNTY when the mail brought the following:

THE BOUNTY FISHING BARGE (ex - LILY) Robert A. Nash

I see the fishing barge BOUNTY was blown ashore the other day. She was an interesting ship before she was altered to the BOUNTY. She was built in 1882 by Dickie Brothers, San Francisco. Previous to the time she was converted to the BOUNTY, it was rumored that she was to go on a treasure hunt to the Cocos Islands. She was loaded with a lot of stores and a lot of dynamite, ready to sail, when some one put a plaster on her. During the time she was under this plaster, watchmen were engaged to keep a continuous watch on her. I was one of the watchmen. I have a picture of her at that time.

I have forgotten who made the alterations to the BOUNTY. The alterations were quite extensive. The dimensions of the BOUNTY (ex BETHIA) were 90.8 x 24.3 x 10.3 - 215 tons. The dimensions of the LILY were 117.3 x 28.7 x 8.7 - 142.5 tons. Arthur Rudd told me that during the reconstruction the LILY was widened considerably. I suppose that the final result was actually a magnified scale model. I imagine they maintained the length to beam ratio of the BOUNTY and fitted it to the LILY'S length. I think the reproduction was quite accurate in the main with the exception of the figurehead. If I am not mistaken they used a figure of Ceres, Goddess of Plenty, as befitting a ship named the BOUNTY, when actually the ship was a merchantman named BETHIA, and for a figurehead a woman in a riding habit -- probably some gal named Bethia. The BETHIA was sold to the British Navy by its former owner Mr. Duncan Campbell, who secured Bligh the command. Captain Bligh was the husband of Mr. Campbell's niece, Elizabethan Betham.

Sec's. Note: And finally we are informed, also by mail:

That Mr. Wm. N. Fenerin of Palo Alto has a model of the BOUNTY on the ways and is working from the Admiralty Plans made at the time of her purchase.

TITANIA Bill Adams

Bill Adams breaks forth with: "Who in blazes says the Titania was the fastest ship and could beat Thermopylae and Cutty Sark? Where is any record of her having beat Cutty Sark? Tell it to the hoss marines. A sweet and lovely ship, sure enough. But---well, just but. Ombay Passage has currents, my lad. Ombay Passage has. Also a breeze will blow fresh here and a few miles distant will be flat calm. Put two ships alongside in the S.E. trades, and then say which is the fastest sailor, or with a southerly buster at their heels. I saw Titania flying the Eyeties flag, too bad, the eyeties were never much sailors. Didn't know or care how to keep a ship up.

TITANIA Captain Leighton Robinson

The TITANIA, a wonderful fine weather craft built for the tea trade, was beaten home in 1869 by THERMOPYLAE and SIR LANCELOT. The LOTHAIR and NORMAN COUNT were able to take TITANIA, also, HALLOWEEN and LAHOO. CUTTY SARK presumbly heavy laden, 98 days London to Shanghai, left the SURPRISE, TAEPING and TITANIA astern in Feb. 1870. So you see it all depends on how deep a ship is, who handled her and above all, the weather encountered, particularly in regards to the N. E. or S. W. Monsoons when crossing the Indian Ocean. Also when one gets to the chops of the English Channel on the home stretch. It was often a bit of luck.

Sec's. Note: Capt. Robinson commanded the MELANOPE when she made the all time record passage San Francisco to Sydney in 44 days.

TITANIA Bernard Berenson, M. D.

Basil Lubbuck in "The Log of the Cutty Sark" brings out the fact that the TITANIA left London the 27th, October, 1870 and when she reached Ombay Passage she was overhauled by the CUTTY SARK which also found the TAEPING there. The CUTTY SARK had gained 24 days on the TAEPING and 14 on the TITANIA. They were in company from the 24th of January, 1871 until the 1st of February, due to calms. Then on the race up the China Sea, the TITANIA had the best of it, anchoring off Shanghai the 12th of February, 1871, four days ahead of the CUTTY SARK.

It is also true that the TITANIA once bested the THERMOPYLAE. In China Clippers Lubbock states that the THERMOPYLAE left Shanghai on the 22nd of June and the TITANIA left Foochow on the 1st of July. The THERMOPYLAE reached England in 106 days and the TITANIA in 93 days. The TITANIA actually passed her famous rival and made the best passage of the year.

RECENTLY PUBLISHED NAUTICAL BOOKS Carola W. Paine

ATKIN (William & John): The Second Book of Boats. Sq 8vo, 152pp, dwgs & photos. Darien, Conn., 1948. $3.00.

CONNETT (Eugene V.), ed.: Yachting in North America. Along the Atlantic & Pacific & Gulf Coasts and on the Great Lakes and on the Western and Canadian Lakes & Rivers...4to, 750pp, profusely illus. N.Y., (1948). $15.00.

LEWIS (Michael): The Navy of Britain. A Historical Portrait. 660pp. many illus. London, (1948). $7.50.

LUBBOCK (Basil): The Colonial Clippers. 4to, 384pp, many illus, 2 plates of house flags in color, 4 plans. Glasgow, (1948). $9.00.

LUBBOCK (B.): The Last of the Windjammers (3rd impression) Vol I, Parts 1, 2 & 3. 4to, 518pp, many illus & fldg plans. Glasgow, (1948). $12.50.

MERKEL (Andrew). Schooner Bluenose. 70pp, 42 illus from photos by W. R. MacAskill. Toronto, (1948). $4.75.

MITCHELL (Carleton): Islands to Windward. Cruising the Caribbees. 4to, 287pp, many photos (9 in color). N.Y., 1948. $12.50.

ROWE (William Hutchinson): The Maritime History of Maine. Three Centuries of Shipbuilding and Seafaring. 333pp, many illus. N.Y., (1948). $6.00.

SPURLING & LUBBOCK: The Romance of the Clipper Ships. 4to, 96pp, 15 color plates by Spurling. London, (1948). $5.40.

WORTH (Claud): Yacht Cruising. 4th edition. Cr 8vo, 529pp, illus. London, 1948. $10.00.

MODEL HULL MAKING

Do not miss the article in November and December issues of the Rudder, written by L. Francis Herreshoff. It has some decidedly worth while hints on the making of half and full models.

Introducing Mr. Charles F. H. Menges. Mr. Menges lives in Van Nuys, California. Mr. Robert R. Applebee wrote him about the Guild and he drove down and presented his application in person. Most any one would want to make ship models if he had a grandfather who was master of three Penobscot ships. Such is the case of Mr. Menges. But before sharpening his tools, he needs more information on his grandfather's ships. Note his query. Mr. Menges is an artist and we are pleased to welcome another artist to our ranks.

Introducing Captain S. C. Sullivan. Gentlemen, step up and meet Cap't. S. C. Sullivan, who has this to say about himself: "Went to sea at 12 years of age. The first 10 years in sail, both English and American. Never worked on shore, 51 years at sea this month. With the Standard Oil Co. 32 years. Master of their ships

29 years, retire in two more years. My first captain's position was in a four master schooner during World War I -- case oil to Australia. Living in California since 1907. Sailed in everything on the Coast until I went with Standard in 1917." Now, just as though that record was not enough, the Captain adds: "I have three daughters and five grandchildren". Captain, we welcome you and your family to the Guild.

Introducing Mr. Allyn J. Crosby of Newport, R. I. Mr. Crosby states that his particular interest is nautical history and also informs us that the Rhode Island Historical Society has published his work, "Our Beloved Constellation". His letter which accompanies his application is so interesting that we publish it in full.

"The articles in the Secretary's Monthly Letter are of great interest and I enjoy reading them.

Mr. Davis writes of the figurehead of the CONSTELLATION, of which I am glad, for all authorities in Washington, say there never was a figurehead. I wish Mr. Davis could state definitely that the figurehead "Nature" designed by Rush was on the ship when she was built.

I rejoice, too, that Mr. Bruce Grant is giving the honor to Cap't. Truxton in his forthcoming book which is his due.

My research took me about four years, during which I had "carte blanche" at the War College library here, with a desk and access to all books, documents and papers. It was the same at the Training Station and I felt very fortunate. Baltimore has a wealth of information about the old frigate, but I did not get there or to Washington for the research needed.

I have visited the site of the old furnace in Hope, R. I., where the 24's were made by John Brown and his associates, for the CONSTELLATION. With best wishes for a Happy New Year to the Guild".

We welcome you, Mr. Crosby and "Our Beloved Constellation" to the Guild and trust that you can give us some much wanted information about the plans to rebuild our beloved frigate.

QUERIES

No. 1 SMALL ARMS--1812, Bruce Grant.

"Can anyone furnish me a list of the small arms of 1812, such as rifles, blunderbusses, pistols, muskets, used aboard a ship of war? Would like the names of the guns, makers, calibers, etc.

No. 2 FISHERMAN'S STAYSAIL, John M. Minuse

"I would greatly appreciate a rough sketch of the lines and where belayed of a Fisherman's Staysail. These sails were set up about the same on all Gloucestermen, but I am especially interested in the COLUMBIA. Also information on Fore and Main Topsails--Halliards, Outhauls, clew lines, downhauls and tacks.

No. 3 U. S. SCHOONER ENTERPRISE, Richard E. Lawton, L. C.

"Does any one remember seeing an article in the past year or so on the U.S. Schooner ENTERPRISE, stating that it was built on the Eastern shores of Maryland. May have been in the Neptune, but cannot locate it. Would like to know where it was published?"

No. 4 CONSTELLATION, Albert E. Parsons, L. C.
"Does anyone have any information on the present status of the CONSTELLATION? Is she to be rebuilt or will she be allowed to fall apart?"

No. 5 PENOBSCOT RIVER SHIPS, Charles F. H. Menges

"Barks DENCY, CITY OF BANGOR, and HOSEA RICH. I will appreciate any information about these vessels, formerly commanded by my Grandfather, Captain Charles F. H. Menges. The Bark DENCY, 242 tons O.M., and 265 tons N.M., built at Prospect, Maine by Miles Hartford in 1849, abandoned at sea in 1869; the Bark CITY OF BANGOR, 599 tons O.M., and 673 tons N.M., built at Brewer, Maine by Isaac Dunning, sold foreign in 1874, registered in 1879 as HINDOSTAN, Sweden; and the Bark HOSEA RICH, 717 tons, built at Brewer, Maine by Oakes & Doane in 1866, sold foreign in 1883, registered in 1884 as OTTILIA, Italy, in 1891 as AFRICA, Italy, in 1901 as JOSEPH ROCH, France, and condemned in 1902 as CONCEICAO, Portugal. I am particularly anxious to get pictures of these vessels if any exist. I would also like to know of any plans drawn from builder's models of similar vessels built along the PENOBSCOT from 1850 to 1870 which might be available either as prints or photostats.

No. 6 HISTORY OF THE HALF MODEL, Wayne B. Yarnall.

"It has been generally believed that the builder's half model was strictly an American device or invention and was not used by the European countries. To my knowledge, facts have not been presented to substantiate this thought. Has anyone any information or data that can definitely prove that the builder's in half model was only used in this country, even after the American shipbuilders published the use and application of same. What books do you recommend on this?

MEMBER CHAINS
How to increase the membership of the Guild

Bill Adams	recommended	Cap't Leighton Robinson
Cap't Leighton Robinson	"	Cap't. R. L. Lobez
Cap't. R. Lobez	"	Harry L. Stoddard
Harry L. Stoddard	"	Eric Swanson
	- - -	
Bruce Grant	recommended	Fred S. Rice
Fred S. Rice	"	Dr. Bernard Berenson
Dr. Bernard Berenson	"	John L. ~~Sheed~~ Shed
Dr. Bernard Berenson	"	Thomas Hornsby
Thomas Hornsby	"	Robert R. Applebee
Robert R. Applebee		Charles C. F. Menges

All are members of the Guild. Ten members, traced back to the efforts of three. Every member get a member.

THE GJOA, Cap't. R. Lobez

THE GJOA
Cap't. R. Lobez

Cap't. R. Lobez writes that sufficient funds have at last been raised for the refitting of this famous ship. $25,000 has been raised. Half of the amount has been appropriated by the City of San Francisco and the other half by the GJOA Foundation. The GJOA was the first ship to make the Northwest Passage in 1906. During this trip Amundsen fixed the location of the magnetic North Pole. A drawing of this famous ship by Gordod Grant may be found on page 213 "Unrolling the Map" by Leonard Outhwaite.

NAUTICAL RESEARCH GUILD

SECRETARY'S MONTHLY LETTER

Dedicated to the Era of Sail

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Harry D. Hamilton, Secretary-Treasurer
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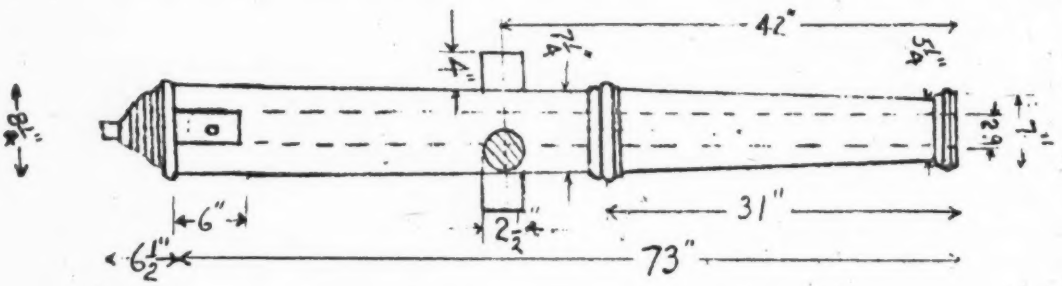
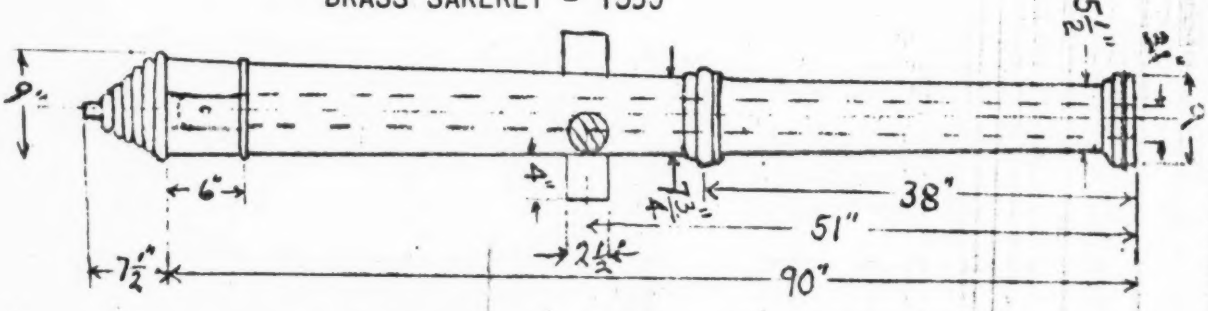
THE MAYFLOWER'S GUNS



BRASS SAKERET - 1550



BRASS MINION - 1554

= Location Trunnion Side View

E.N.R. 1949